



WELCOME to TONIGHT'S PUBLIC INFORMATIONAL MEETING

SEPTEMBER 21, 22 & 23, 2010

**Tonight's meeting is an opportunity to share information** with you about the *Triangle Expressway Southeast Extension* project (also known as the Southern and Eastern Wake Expressway). It is an opportunity for you to learn more about the study and to share your comments, questions and suggestions with us.

**At tonight's meeting we encourage you to:**

**View the video presentation.** This presentation is about 12 minutes long and will be repeated continuously during the meeting.

**Review the maps and graphics.** These exhibits are on display in the meeting space. A map of project alternatives is also included in this handout.

**Talk with people working on the project.** Ask any questions you may have. All project representatives are wearing name tags so you can easily identify them.

**Share your comments with us.** There are several ways to do this. Talk to a project representative. Submit your comments, either by filling out the comment forms prepared for tonight's meeting or by contacting us by telephone, mail, e-mail or through our project blog (see information shown below).

## ABOUT THE PROJECT ■

Planning studies for the Triangle Expressway Southeast Extension in Wake and Johnston Counties are underway. The Southeast Extension will extend the Triangle Expressway and complete the 540 Outer Loop. It is being studied as a toll facility and is currently scheduled to be constructed in two phases. Phase I runs between NC 55 near Apex and Interstate 40 near the Johnston County line. Phase II continues the project at Interstate 40 and ends at the US 64/US 264 Bypass in Knightdale. The entire project is nearly 28 miles long.

## PROTECTED CORRIDOR ■

A protected corridor preserves the location of a new road from encroaching development. A protected corridor for Phase I of the Southeast Extension, between NC 55 near Apex and Interstate 40 near the Johnston County line, was established in the mid-1990s under the Transportation Corridor Official Map Act. The North Carolina Turnpike Authority (NCTA) will evaluate that corridor, as well as other alternative routes, as part of the study process. Phase II does not yet have a protected corridor.

## Questions?

We look forward to your continued participation in this project.

**Please contact the study team at any time with questions, comments or concerns:**

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# Steps in the Environmental Review Process

The Southeast Extension study is being developed in accordance with the National Environmental Policy Act (NEPA), and includes the preparation of an Environmental Impact Statement (EIS).

The study will include the following steps:

## STEP 1

Collect Data and Identify Local Needs  
Define Purpose and Need of Project  
Hold Public Input Events

## STEP 2

Identify Possible Routes  
Document Community Concerns  
Conduct Field Studies  
Hold Public Input Events  
Select Potential Routes  
for Detailed Study

## STEP 3

Study Potential Routes in Detail  
Conduct Engineering Studies  
Conduct Field Surveys  
Conduct Environmental Analysis

## STEP 4

Release Draft EIS

## STEP 5

Hold Formal Public Hearing

## STEP 6

Review Comments on the Draft EIS  
Select Preferred Route

## STEP 7

Develop Preliminary Engineering Designs  
Conduct Additional Field Studies  
Release Final EIS  
Receive Final Federal Approval of  
Project Route (Record of Decision)

## STEP 8

Begin Right of Way Acquisition  
and Construction of Phase I\*  
File Corridor Protection for Phase II  
(\*Contingent upon availability of funds)

WE ARE HERE

## WHAT IS BEING STUDIED? ■

Three different plans that involve building or expanding roads to address growing traffic in southern Wake County are under consideration by NCTA at this time. There is also the fourth option of not building a new road or expanding existing roads, which is under consideration as well.

## OPTIONS ■

### 1 Build a New Roadway

Construct a new roadway between NC 55 near Apex and the US 64/US 264 Bypass in Knightdale. Several possible routes are under consideration as new location build alternatives (see map, opposite page).

### 2 Improve Existing Roadways

Widen Interstate 40 from west of Raleigh to the Clayton area, Interstate 440 from Interstate 40 to the US 64/US 264 Bypass, and the US 64/US 264 Bypass from Interstate 440 to the eastern study area boundary.

### 3 New Road Construction/Improve Existing Road Option

Construct a new roadway between NC 55 near Apex and Interstate 40 near the Johnston County line; and widen Interstate 40 from Interstate 440 to the Clayton area, Interstate 440 from Interstate 40 to the US 64/US 264 Bypass, and the US 64/US 264 Bypass from Interstate 440 to the eastern study area boundary.

## NEXT STEPS ■

Each of these options is being studied. Some of the study criteria include:

- What is the potential impact to existing homes, businesses, parks and other places people live, work, learn or play?
- How will building or expanding roads impact the natural environment?
- Will these options help reduce traffic congestion?
- What do residents, elected officials, government agencies and others think?

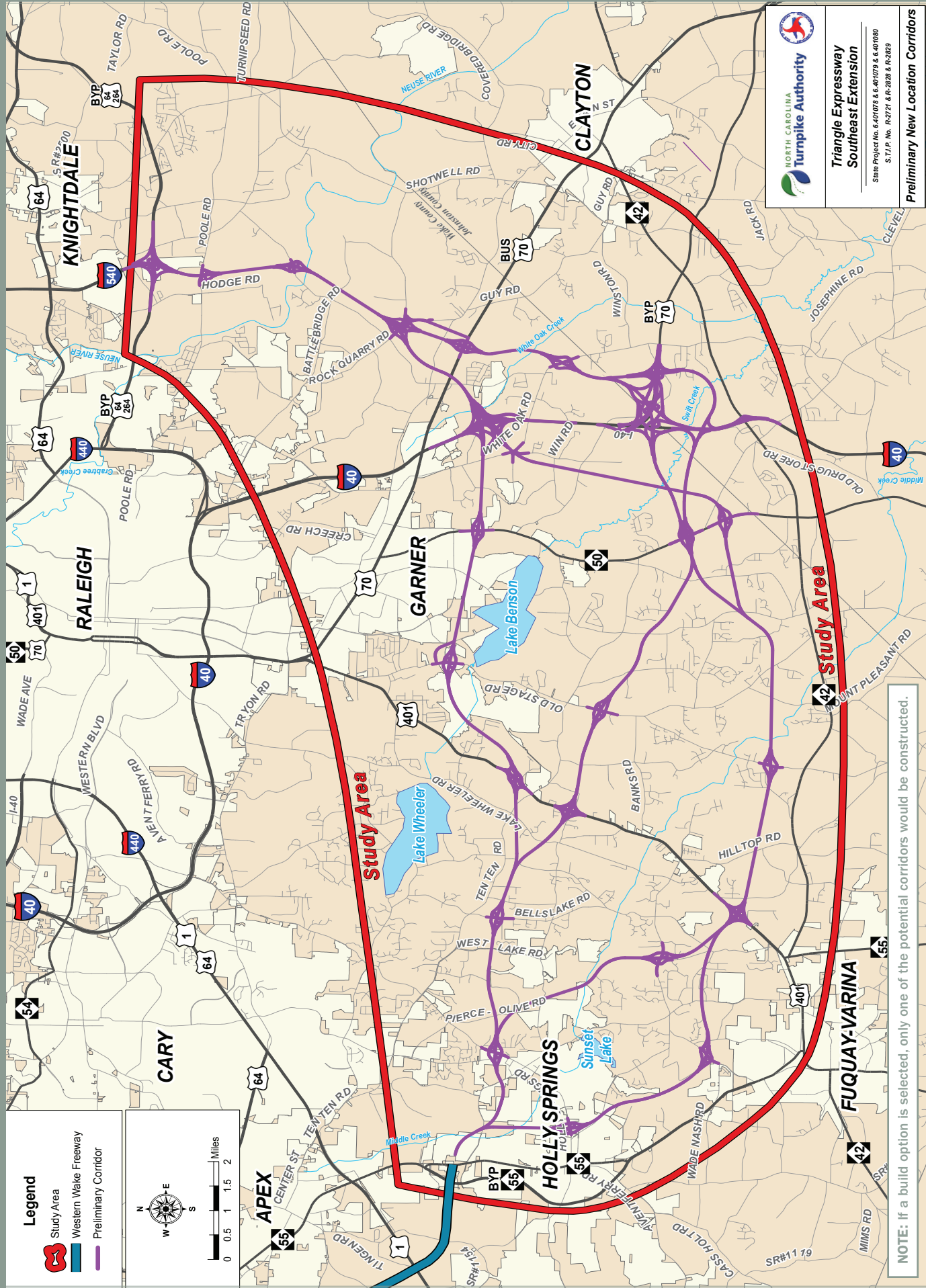
**Your input is important in this step!**  
**Please fill out a comment form at tonight's workshop to offer your thoughts and opinions.**

After this initial study, a smaller number of options will be studied in greater depth. More information about which options were selected, and the reasons why they were selected, will be available after November 1 on the NCTA website.

In-depth studies of each option will begin in early 2011. These studies, along with a recommendation of which option best meets the needs of the community, will be described in the Draft Environmental Impact Statement (EIS), which should be released in 2012.

# Potential New Location Corridors

(As of September 2010)



NOTE: If a build option is selected, only one of the potential corridors would be constructed.



**Triangle Expressway  
Southeast Extension**

State Project No. 6-401073 & 6-401079 & 6-401080  
S.T.I.P. No. R-2721 & R-2828 & R-2829

**Preliminary New Location Corridors**

## Tolling and the Southeast Extension

### Will the project include tolls?

The Turnpike Authority plans to study the feasibility and impacts of developing the proposed Southeast Extension as a toll road. Current legislation requires that these tolls be removed once the project's debt is repaid.

### Why is this part of the 540 Outer Loop being tolled while northern sections are not?

Decisions regarding funding for transportation projects are made at the local level by regional transportation planning organizations, in this case the Capital Area Metropolitan Planning Organization (CAMPO). In 2005, CAMPO requested that the Turnpike Authority evaluate and construct the remaining sections of the 540 Outer Loop (western, southern and eastern sections) as toll facilities due to a lack of traditional revenue to pay for the project.

CAMPO's current long-range transportation plan does include tolling the existing northern sections of the Raleigh Outer Loop to pay for needed improvements.

### How much would tolls cost?

Toll rates have not yet been determined. Rates will be based on a number of factors, including the cost of the project, distance traveled and vehicle type. All revenues from tolls will be used to cover the cost of building, operating and maintaining the road. Tolls on similar facilities across the nation currently average \$0.10 to \$0.20 per mile.

### How will tolls be collected?

There will not be any toll booths. Instead, tolls will be collected electronically through one of the following ways:

**1) Transponders** – Motorists with transponders will have the tolls automatically deducted from prepaid accounts.

**2) License plate photos** – Motorists without transponders will have a photo taken of their license plates and will be sent a bill in the mail.

Motorists who choose to purchase a transponder may save up to 35% on their toll rates.

## Schedule

• Draft Environmental Impact Statement	2012
• Final Environmental Impact Statement	2013
• Record of Decision	2013
• Phase I Construction Begins	Contingent on funding
• Phase II Corridor Protection	Contingent on funding
• Phase I of Southeast Extension Open to Traffic	To be determined